



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

provide plentiful occasion for legislative deadlock. This is to be counteracted by providing that when enactment has been frustrated by the Senate, the bills affected shall be regarded as suspended until the next congressional elections after which the House can pass those particular bills without the concurrence of the Senate. That is to say, the Senate is to be confined to an advisory function much like that now exercised by the British House of Lords. To better fit it for the discharge of such function, its membership is to be augmented by the addition of all ex-Presidents, "the oldest ex-governors of the States" and perhaps the justices of the Supreme Court. The idea seems to be to make the Senate as inclusive of public wisdom and experience as the Roman Senate. This is certainly a large programme and it appears rather fantastic from the standpoint of practical politics. Indeed, the value of the work is in the matter of exposition rather than in practical recommendation, but its value in this respect is very marked.

HENRY JONES FORD.

The Modern City and Its Problems. By FREDERIC C. HOWE, PH.D. (New York: Charles Scribner's Sons, 1915. Pp. x, 390.)

Dr. Howe's latest volume covers a wide range of time and area. It is a story of how the modern city has come to be, of what its present problems are, and of the only way in which the author thinks these problems can ever be solved. In the opening chapters Dr. Howe takes a few strides down the ages, touching the high points as he goes. There is an epitome of city history—an *Ueberblick*, as the Germans would say—from the fall of the Roman Empire to the English Municipal Corporations Act of 1835—fourteen centuries in ten pages. This snapshot is certainly not blurred by over-exposure. Then come general surveys of contemporary municipal conditions and problems, charter-making, city planning, police and fire-protection, housing, sources of city revenues, and the relation of the municipality to the public service corporation. These discussions relate not only to methods and shortcomings in America but to the policy and achievements of European cities as well. They are in considerable part a re-statement, in slightly different form, of the facts, opinions and prophecies which Dr. Howe has given us in his earlier books.

The author writes cogently and does not burden his readers with needless details. He has the art of putting his pages into forceful

English; and he is not afraid to make known his own clean-cut opinions on any point. These are qualities which would give real value to any book. On the other hand the serious student of municipal affairs has nowadays come to expect something more than rapid generalizations which dissolve the most complex problems into naked simplicity and solve them in the twinkling of an eye. If all our municipal quagmires are so easily sidestepped as this book implies, what a marvel that both the saints and sinners of American public life keep stumbling into them with such blind perversity!

Europe has met and conquered every obstacle in the way of efficient civic administration, we are assured, and apparently by the application of a few simple formulas. "Railways and waterways are definitely coöordinated into the city plan" (pp. 230-231). That, of course, has untangled all problems of local transportation abroad. The German city follows "a conscious programme of human efficiency" (p. 272), hence its social problems dissipate like mists before the noonday sun. The bread-ticket development of the past few months, however, give a touch of grim irony to Dr. Howe's glowing vision of the German *Hausfrau* who "receives her fresh vegetables, poultry, butter, and flowers along with the morning mail" (p. 263), and is thus so blithely relieved by a beneficent parcel-post-paternalism from all the worries of daily marketing. In America, alas, we have the parcel-post machinery; but the high-cost-of-living still sticketh closer than a brother. Why this should be the author does not make clear, save to assure us that he at least has no stomach for those "personal interpretations of politics" which put any of the blame on "the people."

Dr. Howe's civic philosophy as set forth in this volume can be summed up in two propositions. Individualism and laissez-faire have cursed the American city; all our troubles go back to constitutions, laws, limitations and policies based upon these unholy shibboleths. We must accordingly seek relief by completely socializing our community standpoint, and Europe has shown us the way. A book which professes these doctrines so frankly and maintains them so vigorously is surely worth reading whether one agrees with them or not.

WILLIAM BENNETT MUNRO.